

2.0 Alternatives

This chapter describes the process for developing and evaluating alternatives for the Gray Transportation Improvement Study.

2.1 Overview of Alternatives Selection Process

In 1995 the Maine Turnpike Authority (MTA) began work on the Gray/New Gloucester Access Study, as documented in a January, 1999 report entitled: Maine Turnpike Gray/New Gloucester Access Study, Final Location Study Report. This study evaluated a wide range of strategies to relieve congestion in Gray Village and along Route 26, improve accessibility to the Maine Turnpike, and increase corridor capacity within the Maine Turnpike corridor between Exit 11, Gray and Exit 12, Auburn. The MTA Study was conducted in two phases. The first phase considered a broad range of alternatives, the majority of which were screened and eliminated from further consideration. In the second phase of the MTA Study, eight alternatives were evaluated in greater detail. The eight alternatives included six “build” alternatives, the No Build Alternative, and the Upgrade Alternative. (See Section 2.3, page 2-2 and Section 2.4, page 2-4)

Following evaluation of these eight alternatives, five of the “build alternatives” were deemed not practicable by the MTA, the MDOT, and the MTA Study Team. One “build” alternative, designated the Westerly Bypass Only Alternative, was determined by the MTA, MDOT, and Town of Gray to be the alternative that best satisfied the Study Purpose and Need, given funding considerations, while minimizing adverse impacts to social, economic, and natural resources.

2.2 Maine Sensible Transportation Policy Act Analysis

In 1991 the Maine Sensible Transportation Policy Act (STPA) was enacted into law. STPA, 23 MRSA Sec. 73 requires an evaluation of a “full range of reasonable transportation alternatives” for significant highway construction or reconstruction projects. Compliance with STPA has been achieved on the basis of the public involvement process and findings of the MTA Study.

The Gray Transportation Improvement Study Environmental Assessment includes a discussion of the effectiveness of transportation alternatives such as Transportation Demand Management (TDM) and Transportation System Management (TSM).

2.2.1 Transportation Demand Management

Transportation Demand Management (TDM) alternatives are measures geared towards affecting transportation demand rather than transportation supply. These measures attempt to change people’s travel behaviors by offering incentives or disincentives to make these shifts in travel behavior attractive to the motorist. Transportation Demand Management alternatives include:

- Alternative Modes (bus, rail, non-motorized alternatives)
- Carpooling (includes Vanpooling)
- Park and Ride Lots/Multimodal Terminals
- Employer TDM programs (flexible work hours, staggered work shifts, transit subsidies)
- Pricing Strategies

Effectiveness of regional TDM measures appears to be limited in the Study Area. Public transit does not service Gray Village and non-highway transportation facilities in or around the Study Area are limited. There is a commuter parking lot adjacent to Exit 11 of the Maine Turnpike, and a Park-and-Ride lot located at the Gray Plaza parking lot on Route 26/100 south of Gray Village. In addition, the Town of Gray has an on-road bikeway along Route 26, beginning 1.6 km (1 mi) north of Gray Village at the Route 26 overpass of the Maine Turnpike which extends approximately 4.8 km (3 mi) northerly. Sidewalks can generally be found within Gray Village, but are limited outside of the Gray Village area. Passenger and freight rail facilities are not available in the Study Area, nor is there service to communities neighboring Gray. The closest freight rail service is located in Auburn, Maine. Passenger rail service (AMTRAK) is located in Portland, Maine.

2.2.2 Transportation System Management

Transportation System Management (TSM) Alternatives are measures that do not require extensive capital costs or infrastructure. The goal of successful TSM Alternatives is to manage the existing and future traffic more efficiently and safely with the existing roadway facility. Transportation System Management Alternatives include:

1. New Signal controller phasing/timing/interconnection
2. Intersection Improvements
3. Minor additions of intersection turning lanes
4. Intelligent Transportation Systems (variable message signs)

Several of these TSM measures were implemented in 1997/1998. However, they have not resolved all the transportation deficiencies. These TSM measures would not address the basic Study Purpose and Need because traffic volumes in Gray Village and along Route 26 are too high to be accommodated with these minor actions.

2.2.3 Other Strategies Required in the Sensible Transportation Policy Act

No other suitable strategies have been identified as part of the Gray Transportation Improvement Study to address the Study Purpose and Need.

2.2.4 Strategies Considered for Further Analysis

Through the alternative identification process of the MTA Study, improvement strategies considered for further analysis consisted of new highway construction in the form of bypass roads and new partial interchanges with the Maine Turnpike.

2.3 Alternatives

2.3.1 No-Build Alternative

The No-Build Alternative assumes that no construction would occur and the present level of maintenance of the roads within Gray Village would continue. There would be no appreciable changes made to the current road configuration, capacity, and traffic operating conditions. Consequently, there would be no improvement to existing traffic speeds or delays. Furthermore, if traffic volumes continue to increase as forecast (See Section 3.2.3, page 3-2), then existing traffic congestion in Gray Village would continue to degrade in the future. Gray

Village, under the No-Build Alternative, would continue to experience adverse traffic-related impacts on the residences and businesses of Gray Village and surrounding areas. These impacts, which include noise, traffic congestion, traffic safety and poor accessibility to the Maine Turnpike, would increase in severity with increasing traffic volumes. Congestion would continue to hinder regional mobility and local accessibility. Delays in Gray Village would increase to an averaged stopped delay of 3.36 minutes per vehicle. Delays at Maine Turnpike Exit 11 would exceed six minutes.

Outside of Gray Village, new traffic signals would be warranted at the intersection of Route 26 and Libby Hill Road, which is located at the northerly edge of the Study Area. In addition, traffic signals would be warranted in the future at the intersection of Route 26 and North Raymond Road, also known as Dry Mills (outside of Study Area). Levels of service on two segments of Route 26 within the Study Area, north of Gray Village and south of the Maine Turnpike crossing, would be LOS E or F under the No-Build Alternative. Forecasted traffic volumes would approach or exceed the capacity of these road segments.

This alternative would not divert traffic away from the existing segment of Route 26 that lies within the Town of Gray's Wellhead Protection District 2, Figure 3-1, page 3-6. Hence it would have no mitigating effect on the existing potential for traffic-related contamination of the Town of Gray wells.

The No-Build Alternative is determined to not meet the Study Purpose and Need.

2.3.2 Upgrade Alternative

The Upgrade Alternative would provide improvements to the existing roadway system within the Study Area to reduce motorist delay and improve traffic flow to acceptable levels of service for these facilities, defined as LOS D or better.

At the Routes 4/26/100/115/202 intersection within Gray Village, (see Figure 1-2, page 1-3) additional lanes would be required on three of the four intersection approaches. Specifically, on the Routes 4/26/100/202 southbound approach, an additional through lane would be required. On the westbound approach of Route 115, an additional left turn lane would be required. On the Routes 26/100 northbound approach, an additional through lane would be required. Signal modifications also would be required.

Within Gray Village, required improvements would include adding additional approach lanes to three of the four approaches to the Routes 4/26/100/202/Brown Street intersection (See Figure 1-2, page 1-3). Specifically, on the Route 4/100/202 southbound approach, additional left and right turn lanes would be required. On the Routes 4/26/100/202 northbound approach, additional through and left turn lanes would be required. On the Brown Street westbound approach, an additional right turn lane would be required. Signal modifications also would be required. In addition, the close proximity of the two intersections present considerable challenges to intersection efficiency, because queues from one intersection spill back into, and affects the traffic flow at the next intersection.

The additional lanes necessary to achieve acceptable levels of service at the two Gray Village intersections are determined to be not practicable because of the number of displacements and the impacts to businesses and residences in Gray Village. Nine existing structures would be affected including: the fire station; the recently relocated monument; gasoline islands and canopies at two gasoline stations; and five commercial and/or residential buildings with

businesses on the ground floor and residences on upper floors. In addition, a narrow taking of the Gray Village Cemetery along Routes 4/115/202 would be required.

The Upgrade Alternative also includes improvements outside of Gray Village in the form of new traffic signals at the intersection of Route 26 and Libby Hill Road, which is located at the northerly edge of the Study Area. In addition, traffic signals would be warranted in the future at the intersection of Route 26 and North Raymond Road, also known as Dry Mills (outside of Study Area).

Levels of service on two segments of Route 26 within the Study Area, segments north of Gray Village and south of the Maine Turnpike crossing, would be LOS E or F under the Upgrade Alternative. Forecasted traffic volumes would approach or exceed the capacity of these road segments.

This alternative would not divert traffic away from the existing segment of Route 26 that lies within the Town of Gray's Wellhead Protection District 2, Figure 3-1, page 3-6. Hence it would have no mitigating effect on the existing potential for traffic-related contamination of the Town of Gray wells.

The Upgrade Alternative is determined to not meet the Study Purpose and Need.

2.3.3 Westerly Bypass Only Alternative

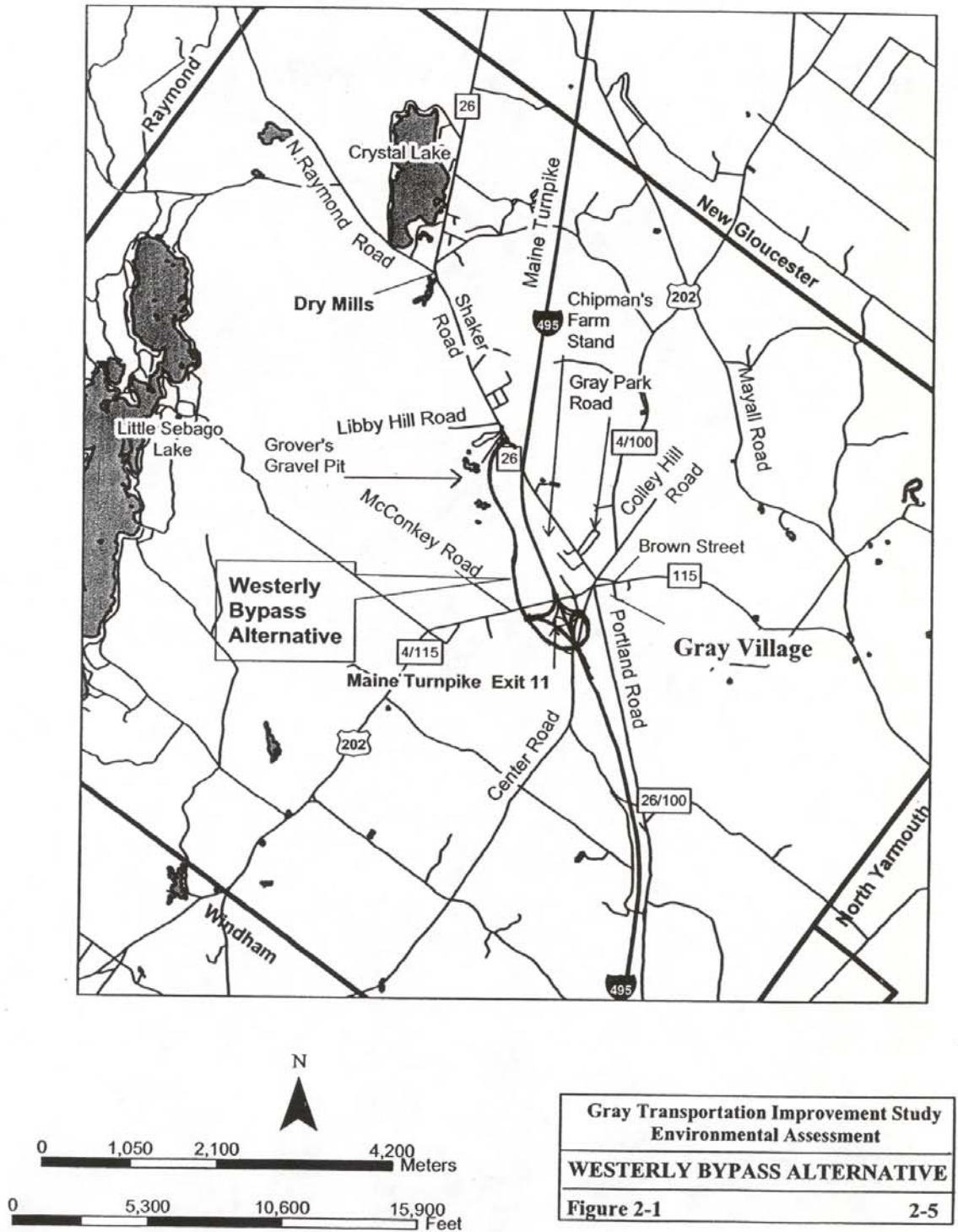
The Westerly Bypass Only Alternative will construct a two-lane, limited access bypass between Routes 4/115/202 west of Gray Village, and Route 26 northwest of Gray Village. Access will be provided at Routes 4/115/202 and at Route 26. Access to two existing land uses, the Northbrook Business Park and the Maine Turnpike Authority's Gray Maintenance Area, will be maintained. Traffic signals at Route 26/Libby Hill Road and Route 26/North Raymond Road will be warranted in the future. This Alternative will terminate at Routes 4/115/202 as a "tee" intersection, and will include improvements to Routes 4/115/202 to facilitate traffic movements between the Maine Turnpike Exit 11 interchange with Routes 4/115/202 and the new bypass. At its northerly terminus, the bypass intersection with Route 26 will be a "tee" intersection. See Section 2.5, page 2-12 for additional information on this alternative.

In addition, the Town of Gray has requested that MDOT include the opportunity to access land located to the west of the bypass road to service planned future development.

2.4 Alternatives Considered but Eliminated From Detailed Analysis

In addition to the No Build and Upgrade Alternatives, the five "Build" Alternatives considered but eliminated in the final screening of the MTA Study are described as follows:

Westerly Bypass Alternative – This alternative (See Figure 2-1, page 2-5) would provide a new, two-lane connector road paralleling the Maine Turnpike to the west between Routes 4/115/202 west of Gray Village, and Route 26 northwest of Gray Village. Unlike the Westerly Bypass Only Alternative, it would also include the reconfiguration of existing Exit 11 interchange to align with the new bypass.



Like the Westerly Bypass Only Alternative and the Upgrade Alternative, traffic signals at Route 26/Libby Hill Road and at Route 26/North Raymond Road would be warranted in the future. No additional Maine Turnpike access would be provided with this alternative.

The Westerly Bypass with the Southern Connector-2 Alternative – This alternative would expand the Westerly Bypass concept by extending it across Routes 4/115/202 (See Figure 2-2, page 2-7) and southeasterly to connect with Routes 26/100 south of Gray Village. Existing Exit 11 would be reconfigured to link with the new southern connector roadway. Under this concept, Route 26 could be re-designated to the new bypass and away from Gray Village. Like the Westerly Bypass Only Alternative and the Upgrade Alternative, traffic signals at Route 26/Libby Hill Road and Route 26/North Raymond Road would be warranted in the future. No additional Maine Turnpike access is provided with this alternative.

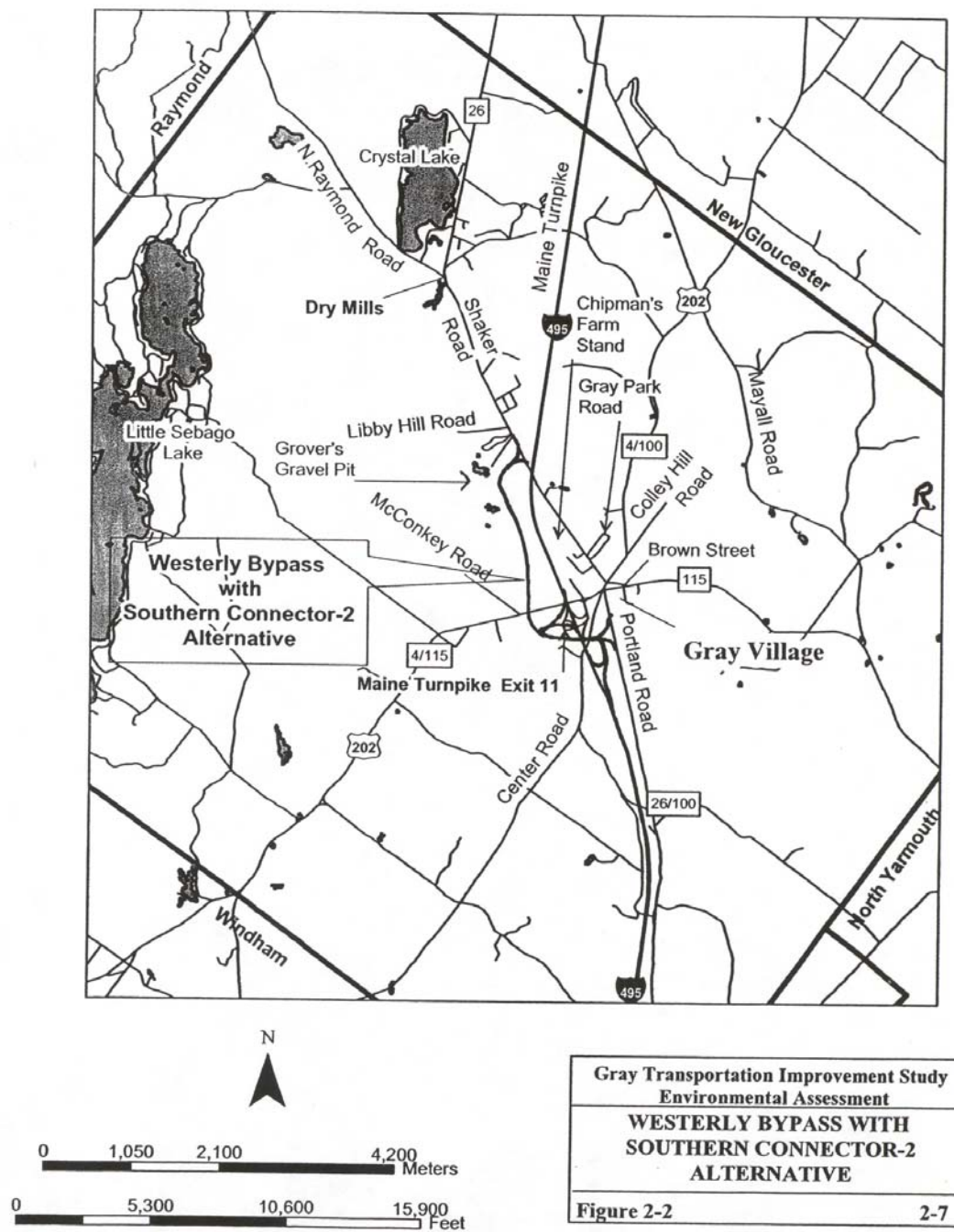
The Route 26-3 Alternative – This alternative (See Figure 2-3, page 2-8) would be a new half interchange of the Maine Turnpike and Route 26, providing additional Maine Turnpike access to and from the south only. The southbound Maine Turnpike on-ramp would be located in the vicinity of Libby Hill Road. The northbound off-ramp would be located in the vicinity of Chipman's Farm Stand. Like the Upgrade Alternative, a traffic signal at Route 26/Libby Hill Road and at Route 26/North Raymond Road (Dry Mills) would be warranted in the future.

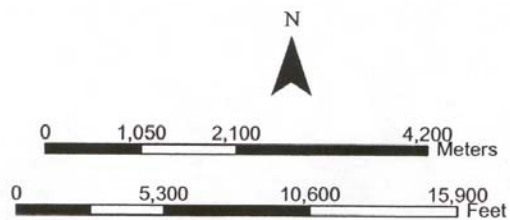
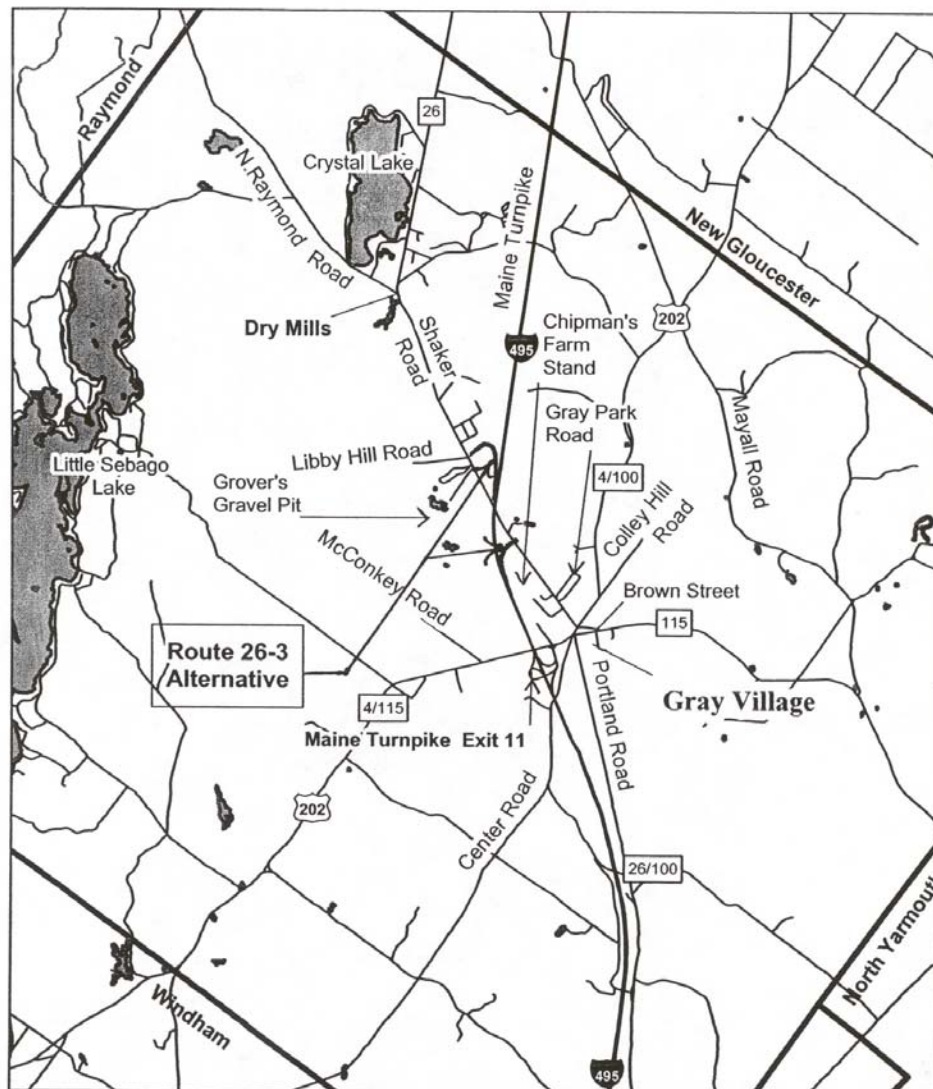
The Route 26-4 Alternative – This alternative (See Figure 2-4, page 2-9) would be a new half interchange of the Maine Turnpike and Route 26 providing additional Maine Turnpike access to and from the south only. The southbound Maine Turnpike on-ramp would be located on the west side of the Maine Turnpike in the vicinity of the existing entrance to Grover's gravel pit. The northbound off-ramp would be located in the vicinity of Chipman's Farm Stand. Like the Upgrade Alternative, traffic signals at Route 26/Libby Hill Road and Route 26/North Raymond Road (Dry Mills) would be warranted in the future.

The Dry Mills Alternative – This alternative (See Figure 2-5, page 2-10) would be a new half interchange of the Maine Turnpike and Route 26 providing additional Maine Turnpike access to and from the south only. The Maine Turnpike connection to Route 26 would terminate in Dry Mills, opposite North Raymond Road. This alternative would eliminate the need to install a traffic signal at the Route 26/Libby Hill Road intersection in the future.

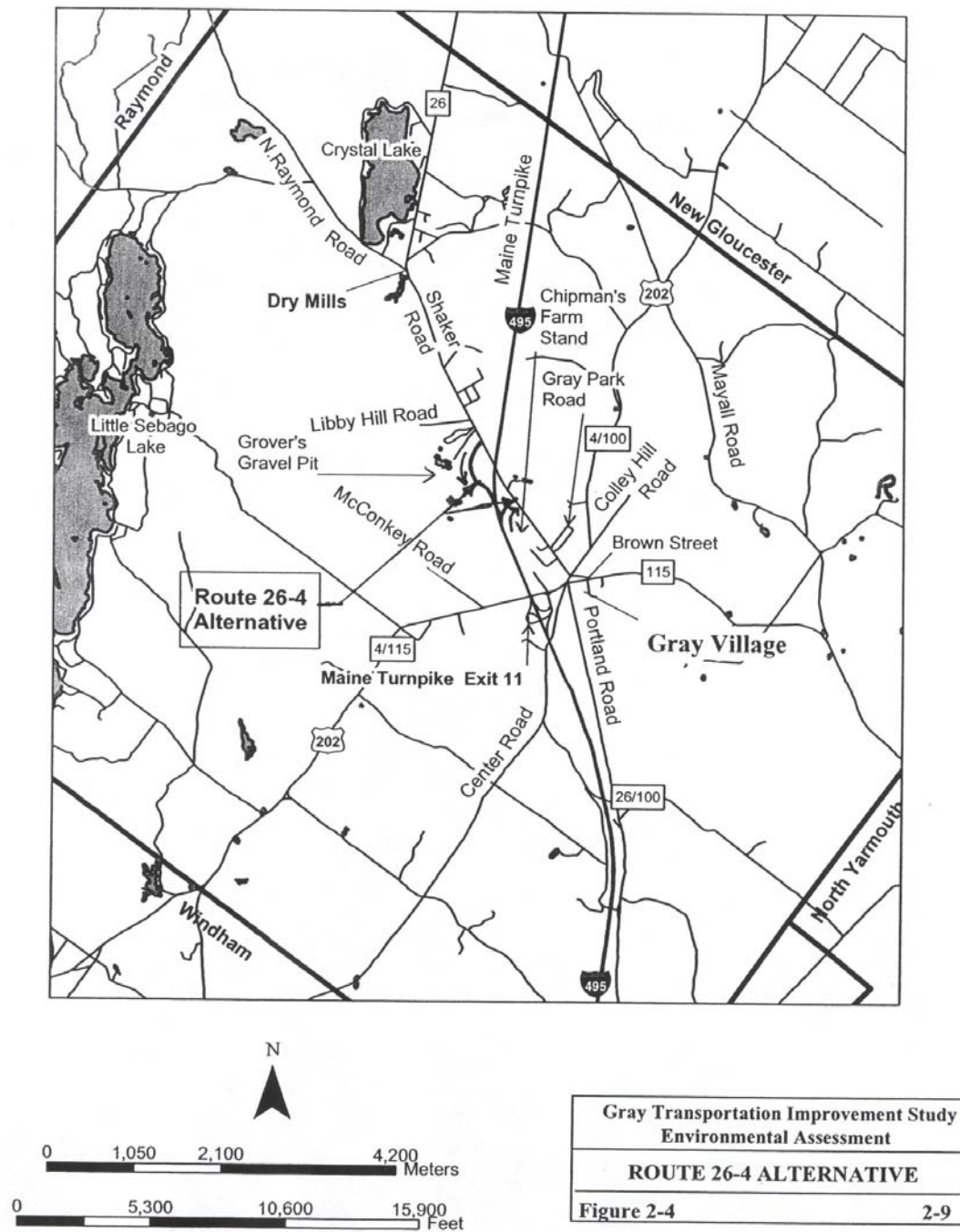
The predicted effects of these alternatives were documented in the MTA Study. Reasons for their elimination from further consideration are summarized herein and on Table 2-1, page 2-11.

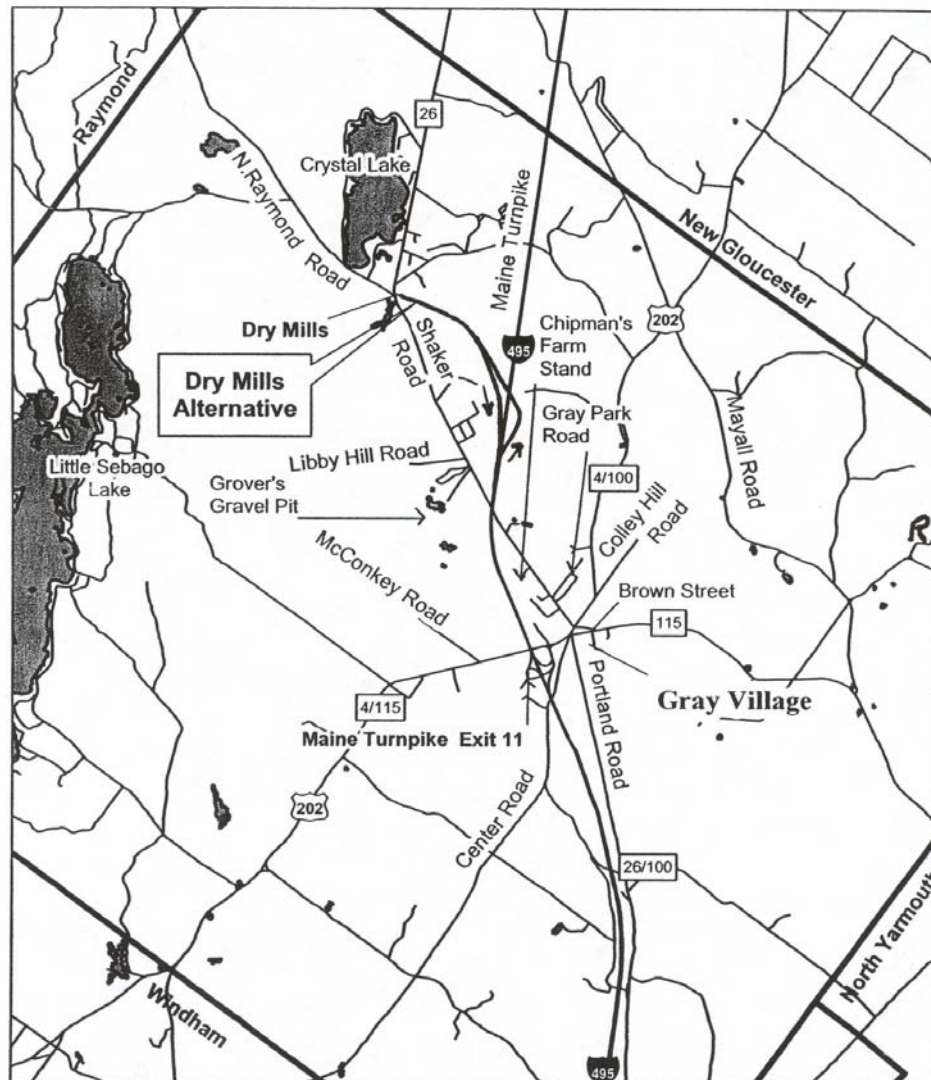
The **Westerly Bypass Alternative** and the **Westerly Bypass with Southern Connector-2 Alternative** were eliminated from further consideration for similar reasons of high cost and potential environmental impact. Although each Alternative would be effective in meeting the Study Purpose and Need, other Alternatives exist that meet the Study Purpose and Need equally as well, or nearly as well as these Alternatives, at a lower cost and lower wetland impact. In the environmentally sensitive area of the Gray Water District (GWD) water supply wells, each of these Alternatives would have similar potential for impacting the Wellhead Protection District as the Westerly Bypass Only Alternative.





Gray Transportation Improvement Study Environmental Assessment	
ROUTE 26-3 ALTERNATIVE	
Figure 2-3	2-8





Gray Transportation Improvement Study Environmental Assessment	
DRY MILLS ALTERNATIVE	
Figure 2-5	2-10

**Table 2-1
Summary of Findings: MTA Study Alternatives**

	Westerly Bypass	Westerly Bypass w/Southern Connector-2	Route 26-3	Route 26-4	Dry Mills
Use of Interchange or Bypass¹	12,900	15,300	9,700	9,700	9,100
Traffic Diverted from Gray Village¹	12,900	15,300	9,700	9,700	9,100
Residences/ Businesses Acquired	1/1	1 / 2	3/0	0/0	1 structure (use undetermined)
Estimated Cost²	\$8.5 million	\$13.4 million	\$2.9 million	\$2.93 million	\$7.5 million
Toll Operations Costs³	None	None	\$3.4 million	\$3.4 million	\$3.4 million
Wetland Impact hectares/ (acres)	1.6/(4.0)	2.5/(6.2)	0.08/(0.2)	0.08/(0.2)	1.9/(4.7)
Proximity to Wellhead Protection Districts⁴	Construction within WH1	Construction within WH1	Construction within WH1	Construction within WH1 and WH2	None
Effectiveness in Meeting Study Purpose & Need	High	High	Low	Low	Low

¹ Year 2020 Forecast, Typical Winter Weekend, vehicles per day

² 1999 Engineering & Construction Cost Estimates. Costs of Right-of-way, mitigation, and utility relocations not included.

³ Present worth of 20 year additional toll operations costs

⁴ Town of Gray Wellhead (WH) Protection Districts 1 and 2. Of the two, WH1 is the least restrictive to land use; WH2 is the most restrictive.

The **Route 26-3** and **Route 26-4 Alternatives** were eliminated from further consideration due to their low level of effectiveness in meeting Study Purpose and Need and due to their potential environmental impact. Each Alternative is similar in function, cost, wetland impact, and degree of effectiveness in meeting Study Purpose and Need. Each would have the lowest capital cost of the “Build” Alternatives. However, because these Alternatives would create a new interchange with the Maine Turnpike, toll collection operations over a 20-year life would add over \$3.4 million (present worth) in annual operating costs. These Alternatives would serve only one of the dominant travel desires of traffic in Gray Village. They would only divert Maine Turnpike-oriented traffic away from Gray Village, whereas the Bypass Alternatives would divert additional traffic with travel desires other than the Maine Turnpike away from Gray Village, for example traffic traveling between Routes 4/115/202 west and Route 26 north. Compared to the Bypass Alternatives, these Alternatives are only moderately effective in meeting Study Purpose and Need.

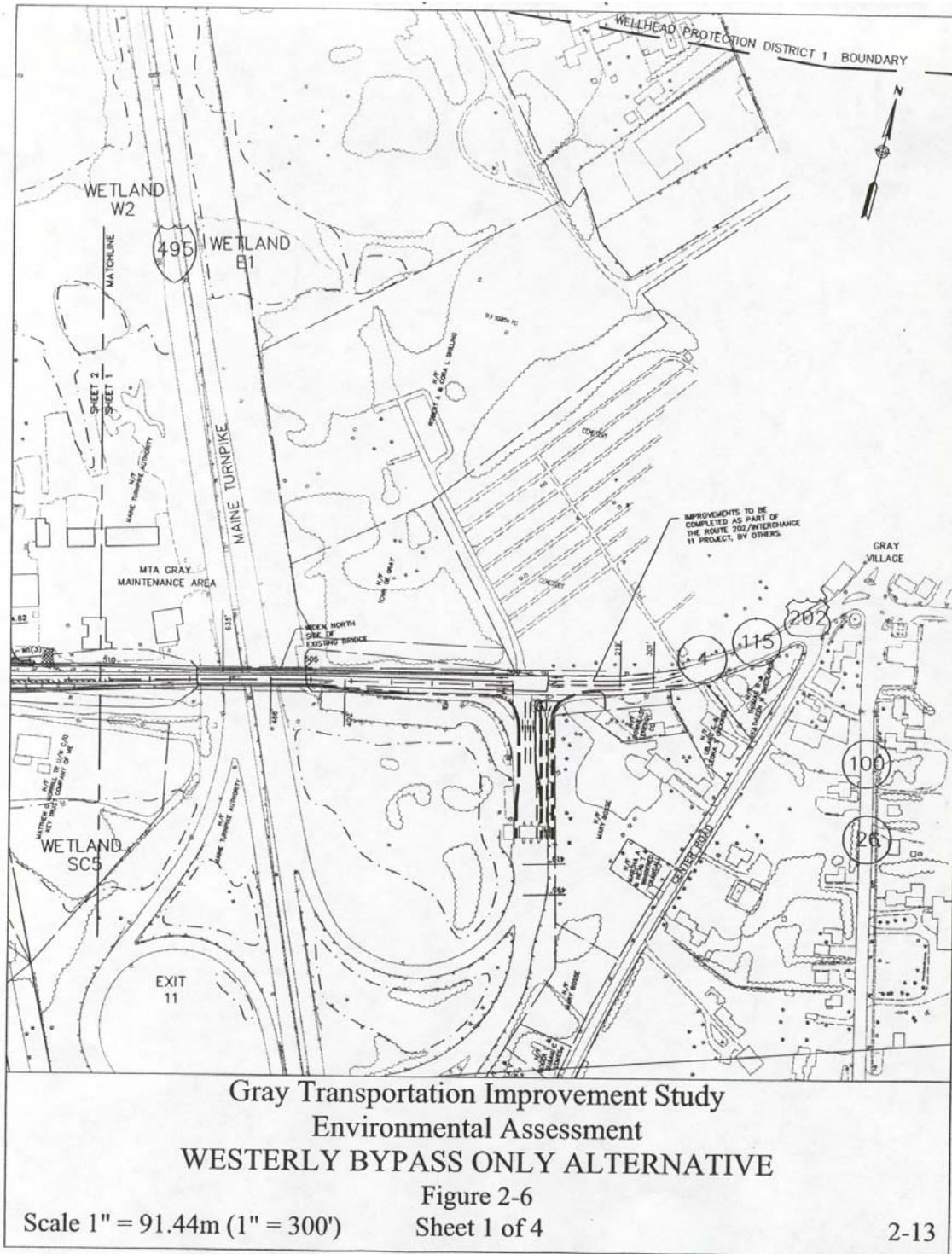
The Route 26-3 and Route 26-4 Alternatives would have the lowest amount of wetland impact of the “Build” Alternatives. However, the Gray Water District was opposed to these Alternatives due to their potential for contaminating the Town of Gray’s only supply of public water as a result of accidental spills and vehicle pollutants. A portion of the southbound on-ramp of the Route 26-4 Alternative would be located within the Town of Gray’s most restrictive Wellhead Protection District 2. With Alternative 26-3, the northbound off-ramp terminus at Route 26 would come within 30 meters (100 ft) Wellhead Protection District 2. The Route 26-4 Alternative would be totally located within the recharge area of Wellhead Protection District 1, while the Route 26-3 Alternative would be partially located within Wellhead Protection District 1. In comparison to the Bypass Alternatives and the Dry Mills Alternative, the Route 26-3 and Route 26-4 Alternatives would be the least effective in diverting traffic away from the existing segment of Route 26 that lies within Wellhead Protection District 2. Hence, they would be least effective in mitigating the existing potential for traffic-related contamination of the Town of Gray wells.

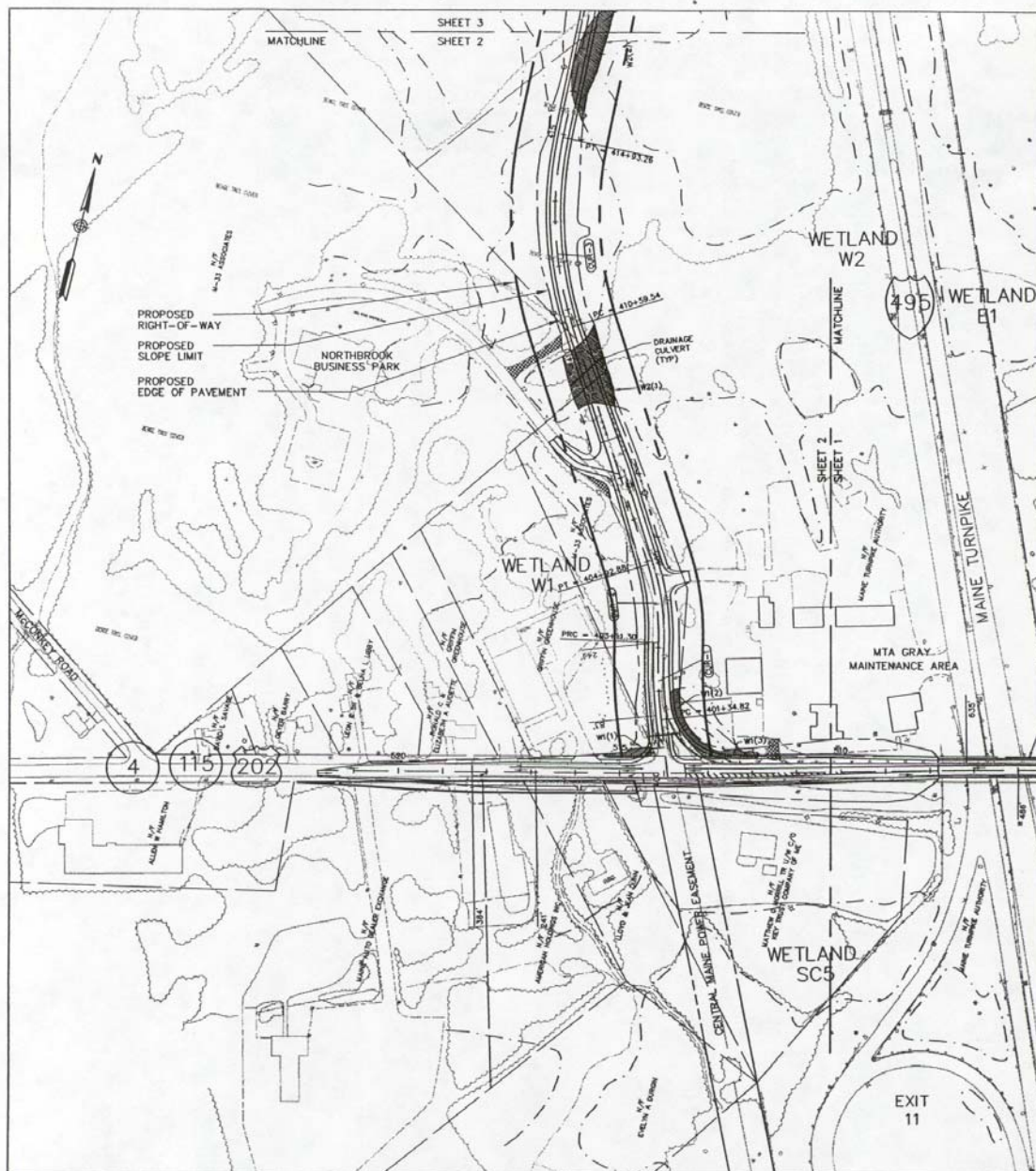
The Route 26-3 Alternative would require the greatest number of residential acquisitions (three) of the “Build” Alternatives. No homes or businesses would be impacted by the Route 26-4 Alternative.

The **Dry Mills Alternative** was eliminated from further consideration due to its low effectiveness in meeting Study Purpose and Need, its high cost, and its potential environmental impact. This Alternative would be the least effective of the “Build” Alternatives in diverting traffic from Gray Village. Like Alternatives 26-3 and 26-4, the Dry Mills Alternative would only divert Maine Turnpike-oriented traffic. This Alternative would have the third highest capital cost and the second highest amount of wetland impact. Its primary environmental advantage is that it would be located completely outside of both Town of Gray Wellhead Protection Districts.

2.5 Summary of Predicted Effects – Preferred Alternative

The alternative development, evaluation, and screening process resulted in identification of the Westerly Bypass Only Alternative as the Preferred Alternative (See Figure 2-6, pages 2-13 through 2-16). This Alternative will construct a two-lane, limited access connector road between Routes 4/115/202 west of Gray Village and Route 26 north of





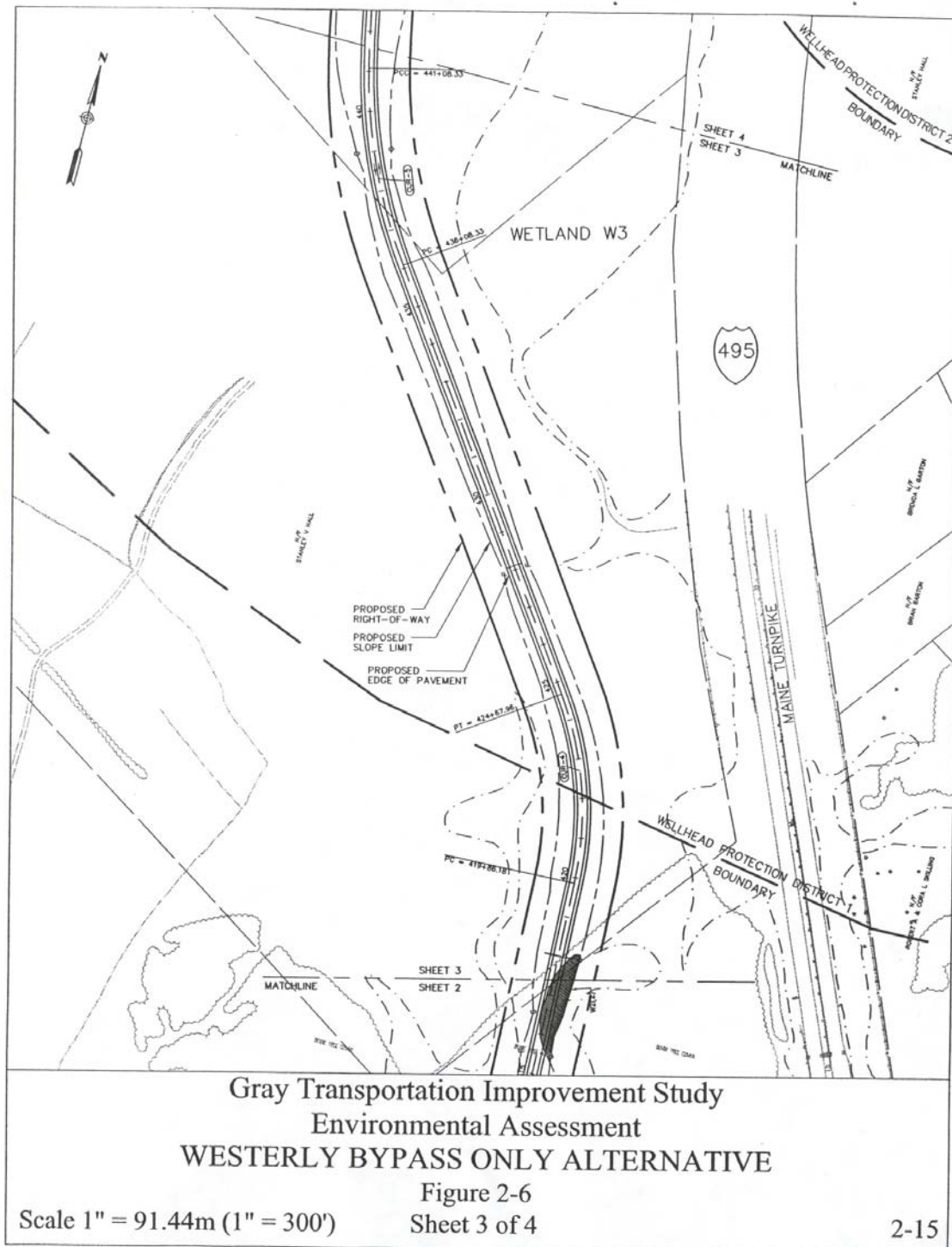
Gray Transportation Improvement Study
Environmental Assessment
WESTERLY BYPASS ONLY ALTERNATIVE

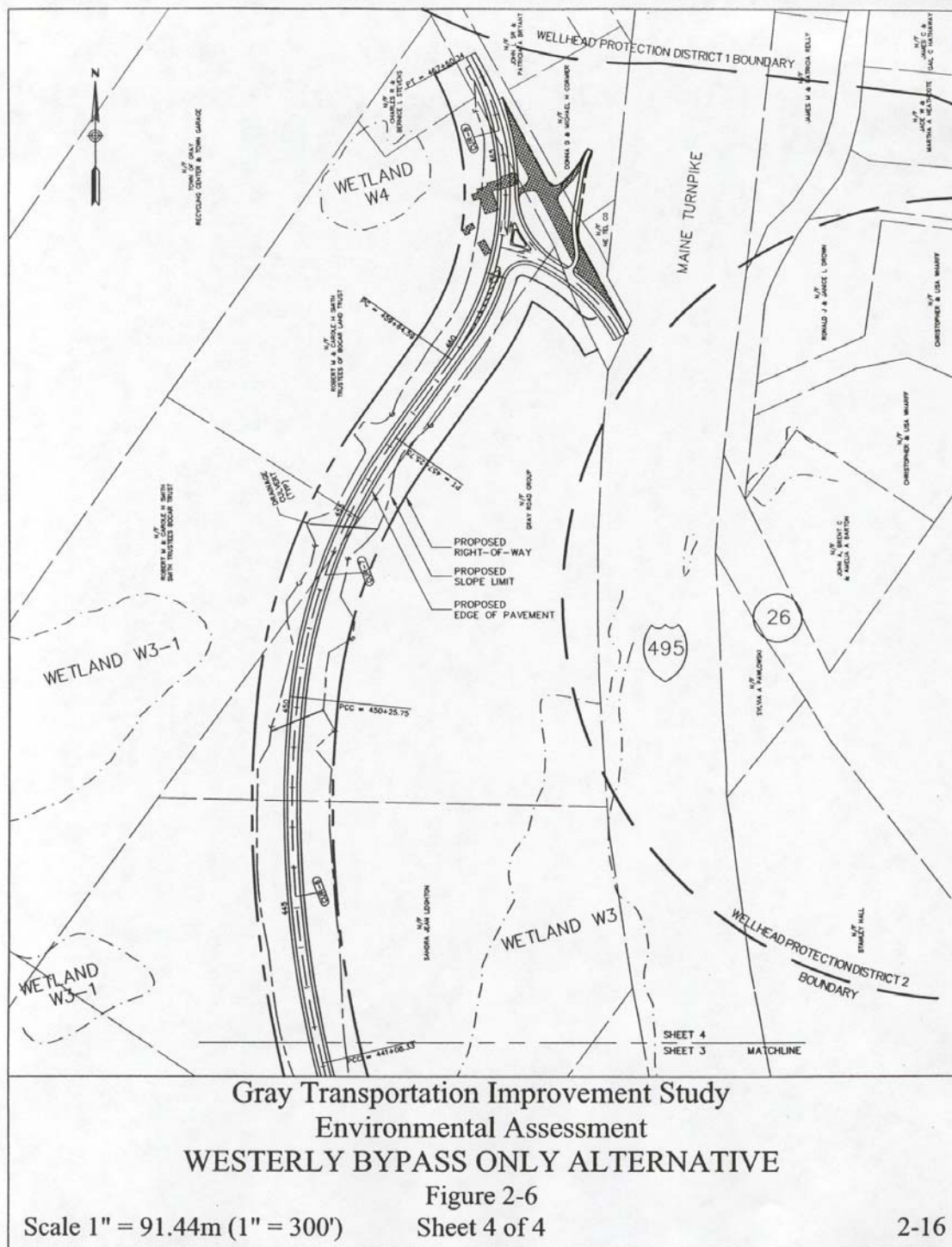
Figure 2-6

Sheet 2 of 4

Scale 1" = 91.44m (1" = 300')

2-14





Gray Village. Traffic signals at Route 26/Libby Hill Road and Route 26/North Raymond Road (Dry Mills) will be warranted by the design year (2025). At its southerly end, this alternative will terminate at Routes 4/115/202 as a “tee” intersection, with traffic signal control. It will include improvements to Routes 4/115/202 to facilitate traffic movements between the Maine Turnpike Exit 11 interchange and the new bypass road. At its northerly end, this alternative will terminate at Route 26 as a “tee” intersection with traffic signal control. The design will provide a continuous alignment between the bypass and the northerly leg of Route 26. The southerly leg of Route 26 will be realigned to form the stem of the “tee” intersection.

In general, a 61 meter (200 foot) wide highway right-of-way will be acquired. Additional right-of-way acquisitions (see Figure 2-6, pages 2-13 to 2-16) will be required at the intersections with Route 26 and Routes 4/115/202. Right-of-way acquisitions will be determined in the final design phase. Access will be maintained from the bypass to two existing properties that currently have access via an existing road off of Routes 4/115/202: the Maine Turnpike Authority’s Gray Maintenance Area; and, the Northbrook Business Park.

The Town of Gray has requested that MDOT include the opportunity to access land located to the west of the bypass road to service planned future development. Access to this land could be accomplished by a frontage road that would be constructed in the future. During final design MDOT would establish the location at which the frontage road could safely access the bypass without affecting the efficiency of the bypass. The decision to acquire the right-of-way necessary for all or part of the frontage road would be made during final design. A potential location for access would be at the intersection of the bypass with Route 26. Other locations, including access via existing roads, would be considered in the final design phase. The benefits of planning for access to this area would allow MDOT to maintain the through-traffic integrity of the bypass by limiting access. This also would enhance the safety of the bypass. This action would be consistent with the Town of Gray’s Comprehensive Plan and MDOT’s Access Management policy. The Environmental Assessment considers the potential impacts from normal expansion activity under existing zoning and access.

In Chapter 4, “Environmental Consequences and Mitigation,” potential future expansion of the Northbrook Business Park and other planned development is considered. Any change of existing zoning regulations or change of use in the Study Area was not considered during impact analysis. Potential social, economic, and environmental impacts caused by such change in future development shall require a separate impact analysis in accordance with the State of Maine Site Location of Development Law (38 M.R.S.A. Sections 481 et. seq.). The intent of these laws is to provide a flexible and practical means by which the State, acting through the Maine Department of Environmental Protection, in consultation with appropriate state agencies, may exercise the police power of the State to control the location of those developments substantially affecting the local environment in order to insure that such developments will be located in a manner which will have a minimal adverse impact on the natural environment within the development sites and of their surroundings and protect the health, safety and general welfare of the people.

A summary of the predicted effects of the Westerly Bypass Only Alternative is presented in Tables 2-2, 2-3, and 2-4, pages 2-18, 2-19, and 2-20, respectively. Predicted effects of the No Build Alternative are included for comparison.

**Table 2-2
Summary of Predicted Transportation Effects
Preferred Alternative**

ALTERNATIVES		
Parameter	No Build	Westerly Bypass Only Alternative
Meets Study Purpose and Need?	No	Yes
Use of Bypass (Vehicles per day)	N/A	16,390
Use of Bypass (Vehicles per hour)	N/A	1,152
Traffic Diversion from Village (vehicles per day/veh. per peak hour)	None	16,390/1,152
Level of Service: Rte 26 @ Routes 4/100/115/202	F	D
Level of Service: Rte 26 @ Routes 4/100/202 & Brown	F	D
Level of Service: Exit 11 @ Routes 4/115/202	F	D
Intersection Delay (seconds) Rte 26 @ Routes 4/100/115/202	201.8	54.8
Intersection Delay (seconds) Rte 26 @ Routes 4/100/202 & Brown	108.5	50
Intersection Delay (seconds) Exit 11 @ Routes 4/115/202	415.6	40.5
Reduction in Delay:	None	53% to 90%
Number of Study Area Intersections with Improved Level of Service	None	3
Number of High Crash Locations Improved	None	3
Estimated Highway Construction Costs	None	\$2.67 million
Estimated Highway Prelim. & Constr. Engineering Costs	None	\$666,000
Estimated Bridge Construction Costs	None	\$425,000
Estimated Bridge Prelim. & Constr. Engineering Costs	None	\$128,000
Estimated Right-of-Way Costs	None	\$750,000
Estimated Mitigation Costs	None	\$125,000
Total Estimated Costs	N/A	\$4.76 million

All Parameters for Design Year 2025, except cost estimate
N/A = Not Applicable

**Table 2-3
Summary of Predicted Environmental Effects
Preferred Alternative**

ALTERNATIVES			
		No Build	Westerly Bypass Only Alternative
Waters of the U.S.	Wetlands Impacted: hectares (acres)	none	0.4 (1.0)
Water Quality¹	New Impervious Area: hectares (acres)	none	2.2 (5.5)
	Gray Water District Wells	Does not mitigate the existing potential for vehicle related contamination	Mitigates the existing potential for vehicle-related contamination
	Stream Crossings: (each)	none	none
Steep Slopes	Length of New Road within 150 m (500 ft) of Steep Areas	none	487 m (1,600 ft)
Wildlife	Potential Wildlife Habitat Impacted: hectares (acres)	none	none
	Significant Wildlife Habitat: Moderate Value Wading Bird and Waterfowl Habitat	none	No Potential Impact
	Threatened and Endangered Species	No Impact	No Potential Impact
Aquifers	Significant Sand and Gravel Aquifers crossed: hectares (acres)²	none	0.84 ha (2.1 ac)
	Public Water Wells Impacted: #	none	none
Floodplain	Impact to the 100-year floodplain: hectares (acres)	none	none
Farmland	Impacted Farmland: hectares (acres)	none	USDA Form AD 1006 to be filed
Air Quality	Mesoscale Assessment/Microscale Assessment³	potential increase in CO emissions in Gray Village	No increase in CO emissions; consistent with STIP ⁴
Noise	Total Number of Impacted Receptors, Year 2025 (exceeding FHWA NAC⁵: exceeding MDOT>15 dBA)	negative impact, 2 receptors would exceed FHWA NAC ⁵	positive impact; no receptors exceed FHWA NAC ⁵ or MDOT std.

¹Potential impact from loss of recharge area and potential impacts to water quality from deicing chemicals and petroleum spills.

²Significant Sand and Gravel Aquifers as provided by the Maine Department of Conservation, Maine Geological Survey.

³Mesoscale Assessment-this area of Maine is currently classified as in attainment for all criteria pollutants, except for ozone. The Study Area is presently classified as a Microscale Assessment. EPA conformity regulations in 40 CFR 93.116 require that the project not create nor violate National Ambient Air Quality Standards (NAAQS).

⁴STIP-Statewide Transportation Improvement Program

⁵NAC-Noise Abatement Criteria

**Table 2-4
Summary of Predicted Social and Economic Effects
Preferred Alternative**

ALTERNATIVES			
		No Build	Westerly Bypass Only Alternative
Impacts to Existing Land Use	Current Land Use	negative effect to Village land use and Route 26 land use	acquisition of new right-of-way and conversion of a variety of land uses into transportation use
	Potential Future Land Development	no direct effect; areas designated for potential future development would proceed as market conditions and zoning regulations allow	may encroach into North Brook Business Park expansion; but improves accessibility to North Brook Business Park to and from the north
Displacements	Residences	none	1
	Businesses	none	none
Community Characteristics	Community Impacts	continued traffic related negative impacts on Gray Village	positive impact to Gray Village
	Community Facilities and Services	continued traffic related negative impacts on Village community facilities	positive impact anticipated
	Historic Properties¹	continued traffic related negative impacts on Historic Property; (Stimson Hall on Route 26)	positive impact to Stimson Hall by reducing traffic volume and traffic queues in front of Stimson Hall, Improves access to Stimson Hall
	Archaeological Sites	no impact	no impact
	Public Parks and Recreation Lands²	no impact	no impact
	Business Impacts	continued congestion in Gray Village; reduced accessibility to Village businesses; long traffic queues	reduced traffic and congestion improves accessibility to Village businesses
	Compatible with Comprehensive Plan	no	yes

¹Properties documented on National Register of Historic Places

²Includes properties partially funded by the Land and Water Conservation Fund (LWCF), Section 6(f)